

*AMENDMENTS TO THE CLAIMS*

This listing of claims replaces all prior versions, and listings, of claims in the application.

1. (Currently Amended) Device for ventilating a passenger cabin of an automobile, comprising at least one control valve with at least one edge overflowed with air in a main flow direction that can be moved from a first position to a second position, wherein the overflowed edge has a changing cross-sectional profile, which diverts at least a portion of the air flowing over the edge in the main flow direction into a plurality of stream directions deviating from the main flow direction, and wherein the overflowed edge includes a plurality of flow bodies in the overflowed edge area.

2 -16. (Cancelled).

17. (New) The device of claim 1, wherein the flow bodies are selected from a group of structures comprising turbulence generators, pinnacles, calottes, spherical calottes, nubs, pyramids, indentations, gratings, grating sections, and cylinders.

18. (New) The device of claim 1, wherein the plurality of flow bodies is arranged at a predetermined angle in relation to the overflowing edge area.

19. (New) The device of claim 18, wherein the predetermined angle ranges from approximately 25 degrees to approximately 90 degrees.

20. (New) The device of claim 19, wherein the predetermined angle ranges from 45 degrees to 60 degrees.

21. (New) The device of claim 1, wherein the overflowed edge is injection molded.

22. (New) The device of claim 1, wherein the overflowed edge area includes a sealing edge that is capable of substantially closing an air flow path.

23. (New) The device of claim 1, wherein the control valve includes reinforcing ligaments.

24. (New) The device of claim 1 further comprising a second control valve arranged adjacent to the first control valve on the same rotational axis.

25. (New) A control mechanism for use in a motor vehicle ventilation system, comprising:

a substantially flat and curvilinear baffle mounted to an axis and rotatable within an air flow path between an open position and closed position, wherein the baffle when rotated

into the open position allows air flow within the path and when rotated into the closed position prevents air flow within the path; and

a plurality of flow bodies attached at a predetermined angle to at least one edge of the baffle, which flow bodies define flow pathways through which a portion of the air flowing over the edge of the baffle in a main flow direction may be diverted.

26. (New) A control mechanism for use in a motor vehicle ventilation system, comprising:

a substantially flat and curvilinear baffle mounted to an axis and rotatable within an air flow path, which baffle includes a first sealing edge and a second sealing edge that cooperate to substantially seal a flow path when the baffle is rotated into a closed position; and

a plurality of ribs attached at a predetermined angle to the first sealing edge of the baffle.

27. (New) The control mechanism of claim 26, wherein the predetermined angle ranges from approximately 25 degrees to approximately 90 degrees.

28. (New) The control mechanism of claim 27, wherein the predetermined angle ranges from 45 degrees to 60 degrees.

29. (New) The control mechanism of claim 26, wherein the sealing edges are injection molded.

30. (New) The control mechanism of claim 26, wherein the baffle includes raised reinforcing ligaments.

31. (New) The control mechanism of claim 26 further comprising a second flat and curvilinear baffle arranged adjacent to the first baffle on the same rotational axis.